

TWO MEN KILLED ON ROAD TO HOPEWELL

Engine Strikes Big Jitney Truck, Injuring Many Powder Makers.

SIX RUSHED TO HOSPITAL

Special Train Brings Nurses and Physicians From Petersburg to Render Aid.

Two men were killed and six injured, several probably fatally, late last night, when a Norfolk and Western engine backed into a Petersburg-Hopewell automobile truck at Cedar Level crossing, three miles west of the powder plant town.

One of the dead men is John (Happy) Gould, of Chesterfield County, the driver of the automobile. The other is a sandy-haired youth, apparently about eighteen years old, who has not been identified.

The injured are: Branch Eppes, of Dinwiddie County, cut and bruised about the face, body and hips.

George Morrison, Petersburg, injured about the face and hips.

E. L. Morris, Portsmouth, Va., face and head bruised and battered.

O. C. O'Neill, Benson, N. C., back and body hurt.

N. C. Hinkle, of North Carolina, hips and back wrenched.

J. C. Clarke, of North Carolina, face and head bruised.

INJURED MEN ARE IN SERIOUS CONDITION

Of the injured, Eppes, Morrison, O'Neill and Hinkle have probably been hurt internally, and one or two of them are regarded as in serious condition.

The injured were brought to Petersburg at 1:15 o'clock this morning on a relief train, which was hurried to the scene shortly before midnight, and all are now in the hospital in that city. Seven physicians from Petersburg, with a number of trained nurses, went to Cedar Level in automobiles and on the relief train.

The collision occurred between 10 and 11 o'clock. The engine was backing toward Petersburg, having been used as a "pusher" to help a freight train over the grade just east of Cedar Level. Freight cars standing on the sidetrack at the crossing are said to have prevented the driver of the car from seeing the approaching locomotive. The occupants heard the engine coming.

The rear end of the tender caught the truck just as the front of the machine was midway of the main track. Gould's body was carried a short distance down the track before the engine was stopped and was badly mangled.

UNIDENTIFIED BOY'S BODY IS BADLY MANGLED

The unidentified youth who also lost his life, was on the front seat, and his body was almost cut in two. The bodies of the dead men were left at the crossing pending the arrival from Hopewell of Coroner Hargrave, of Prince George County.

There were twelve men on the automobile truck, which was known as the "Republic" Jitney. The four passengers who were seated toward the rear of the machine saw the approaching engine in time to jump and escape injury. All of the men, with the exception of Gould, are said to have been employees of the Du Pont Powder Plant, and were on their way to work. The identity of the sandy-haired young man may be established by the numbered brass check, which all employees of the plant carry.

The motor truck was split in two by the impact of the locomotive.

SUBMARINES LOST IN WAR

Twenty German Underwater Boats and Seven British Destroyed, Is Report.

LONDON, September 17.—The Germans have lost twenty submarines since the beginning of the war, according to an editorial note in the Motor Ship and Motor Boat, while the British losses have been only seven, including the E-7, the destruction of which was announced yesterday. When the war commenced, the paper declares, Germany had eleven sea-going submarines and sixteen of a smaller type, while the British had only five. The new boats had been added. The assertion is made that the Germans now have only fourteen sea-going underwater boats, two of which are in the Mediterranean.

BIG DRYDOCK AT NORFOLK

Daniels Informs Virginia Visitors That He Will Recommend Construction to Congress.

WASHINGTON, September 17.—Secretary Daniels today informed a delegation of business men from Norfolk and Portsmouth, Va., headed by Senators Martin and Swanson and Representative Holland, that he again would recommend to Congress that a giant drydock be constructed at the Norfolk Navy-Yard.

The delegation urged particularly that the Norfolk Navy-Yard be allowed to build a number of submarines.

NEW RECORD FOR CANAL

Traffic During July 65 Per Cent Heavier Than Average of Preceding Months.

WASHINGTON, September 17.—New traffic records were set in the operation of the Panama Canal during July, 170 ocean-going vessels making the passage of the waterway. That was 65 per cent greater than the average traffic of the preceding months. The cargoes amounted to 765,469 tons, a new record. Ninety-three ships, with 316,000 tons, moved from the Atlantic to the Pacific. Seventy-seven ships, carrying a greater tonnage, passed from the Pacific to the Atlantic.

Arrested for Attack on Reporter Lewis



CARLTON MCCARTHY.

MCCARTHY IS ARRESTED ON CHARGE OF ASSAULT

Member of Administrative Board Makes Attack on Newspaper Reporter.

THROWS ROCK AT JAY LEWIS

Bailed by Clerk in His Office for Appearance in Police Court This Morning—Declines to Make Any Statement.

Following an encounter between himself and Jay Lewis, City Hall reporter for the News Leader, Commissioner Carlton McCarthy, of the Administrative Board, was arrested yesterday afternoon on a warrant sworn out by Mr. Lewis charging him with unlawful assault. The warrant was issued by Magistrate William J. Griggs, who sits for Justice Cutcliffe when the latter is absent from Police Court, and was served by Policeman F. L. Gentry.

The commissioner had been notified that the warrant had been issued, and waited in the Administrative Board rooms for the arrival of the officer. He took his arrest calmly, and engaged for a few minutes in quiet conversation with Policeman Gentry. He accompanied the officer and bondsman, J. Bransford Fuller, one of the Administrative Board clerks, to Magistrate Griggs's office, where he was admitted to bail in the sum of \$50 for his appearance in Police Court this morning.

To a reporter of The Times-Dispatch, who was present at the time, Mr. McCarthy said that he had no statement to make in reference to his arrest.

DIFFICULTY OCCURS IN ADMINISTRATIVE BOARD OFFICE

The difficulty between Commissioner McCarthy and Mr. Lewis occurred in the Administrative Board room shortly before the board convened for the morning session. Acting Chairman John Hirschberg and George M. Cease, who is named as a witness in the warrant, were the only others present when Mr. Lewis entered. The reporter approached Mr. Hirschberg and began engaging him in conversation. Mr. McCarthy, who was standing near his own desk, but a few feet away from the desk of Mr. Hirschberg, came up.

"Didn't I tell you to keep out of this room?" he demanded of the newspaper man.

"I am here on business with the chairman," Mr. Lewis replied.

"That's all right," Commissioner McCarthy countered. "I told you to stay out of here." As he spoke, the trait official struck at the reporter with a newspaper that he held rolled up in his hand. He failed to land the blow.

HURTS HEAVY STONE

"Now, you stop this," said Mr. Lewis. "I don't want any trouble with you, Mr. McCarthy. This is a public room, and I have perfect right to come here on business."

There were more words, and the commissioner seized a smooth stone nearly as large as a man's fist, which he uses as a paper weight, and hurled it at the reporter. Both Mr. Lewis and Mr. Hirschberg dodged, and the heavy stone flew wide of the target, spending itself against the wall. The reporter, who is stockily built, and a no mean athlete, seized his assailant by the wrists to prevent further attempt at assault. In attempting to break away, Mr. McCarthy tore one of his shirt sleeves.

At this juncture clerks of the board rushed in from their adjoining office and interfered to prevent more serious trouble. They bore Mr. McCarthy away, and advised Mr. Lewis, in the interim of peace, to leave the room until the official had become calm. Mr. Lewis accepted the advice, and left the building.

MCCARTHY SAYS LEWIS BROKE INTO CONVERSATION

At the Administrative Board offices yesterday no one in authority was willing to give any information about the encounter. Mr. McCarthy said after the altercation that Mr. Lewis had entered the room and unceremoniously asked a question of Mr. Hirschberg, breaking into a conversation which he was at that time holding with the acting chairman of the board.

The relations between Mr. McCarthy and the newspaper man have been strained for a long time. The two came to blows about two weeks ago.

(Continued on Second Page.)

\$1.50—ROUND TRIP—\$1.50. Every Sunday in September. Via C. & O. to Old Point, Backdoor, Ocean View and Norfolk. Three trains.

AT ODDS ON DETAILS OF PROPOSED LOAN

Question of Including War Munitions Among Exports to Be Paid for Is Issue.

SPLIT IN AMERICAN RANKS

Several Other Minor Points of Variance, but Situation Has Not Yet Reached Deadlock.

NEW YORK, September 17.—The Anglo-French financial commissioners, who are seeking to establish a mammoth credit loan here, and American financiers, who expect to supply the money, were reported to be at odds tonight over the burning question of including munitions of war among exports to be paid for by the proceeds of the loan.

On several details of the loan the commission and the bankers have agreed, but on this major question, it was said, their views are diametrically opposed. Further, it developed tonight, there is an apparent split on the question in the ranks of the American financiers.

The commission's attitude, so far as it can be interpreted from a canvass of such bankers conferring with it today as would talk, is that the big credit, whether a billion dollars or less, should provide funds for all exports, and that munitions of war certainly should be included.

MUST FIND ANOTHER METHOD TO PAY FOR WAR MUNITIONS

Some American bankers think so, too, but a great many are said to be of the opinion that the loans should cover only commodity exports, such as wheat, cotton and manufactured products, and that another method must be found to pay for munitions of war, even if this method involves the shipment of huge stocks of gold across the Atlantic to the United States.

The situation has not reached the acute stages of a deadlock, nor anything approaching it, but the line of difference is clear and well defined. Many hours, it is known tonight, have been passed in discussing this single issue, and many more it was thought, would follow in similar discussion before it is decided.

A minor point of variance between the commission and some American bankers is the role that Russia is to play in the participation of the loan.

The commission, although acting officially only for Great Britain and France, is popularly believed to contemplate including Russia in its plans, too. Authority for such inclusion, it is thought, would follow the forthcoming conference at London among the Russian and French Finance Ministers and the British Chancellor of the Exchequer.

AMERICANS WANT TO DEAL DIRECT WITH RUSSIA

But some American bankers want to deal direct with Russia, and object, it is reported, to having her obtain money in this country through England and France. A third point of disagreement, subordinate to either of the others, concerns the rate of interest.

If the commissioners' callers have correctly reflected its views in their talks with newspaper men, Great Britain and France are emphatic in their assertion that the proposed bonds shall not pay more than five per cent interest, and that there will be no underwriting of the issue. This would eliminate the possibility that any group of bankers would be paid fat fees to place the loan on the market here. The return to the banker and the investor, it is reported, is to be the same.

AMERICAN BANKERS GENERALLY WON OVER

To this proposal, it is understood, the American bankers generally have ever, a vote of assent is heard. Instead of using underwriters, it was thought tonight the issue would be placed through a syndicate which would subscribe to the loan, and that subscription would be opened to all comers upon equal terms. Thus, the smallest of the approximate 22,000 national and State banks and trust companies throughout the United States would secure, exactly the same terms as the largest.

Such, it is reported, is the present intention of the commission. If this program be followed, there are almost positive indications, it was said, that the so-called pro-German financiers of New York would subscribe millions of dollars toward the project, always with the condition included that the funds be unavailable for munitions of war. If munitions of war, it was included, it was asserted, there it was a so-called pro-German banking house in New York City that will subscribe a penny. Kuhn, Loeb & Co. are reported to be willing to head the list of so-called pro-German houses subscribing, if munitions be excluded. This report, however, is no authoritative, though apparently it is well grounded.

DETAILS UPON WHICH THERE IS AGREEMENT

Other details of the proposed loan upon which the two negotiating parties are said to have acquiesced are as follows:

The term—The loan is to run for five years, or ten years, or serially from five to ten years, as may be deemed expedient after the adjustment of other details.

The form—The loan is to be granted upon straight British and French government bonds, payable in dollars.

The collateral—There is to be none.

As yet there has been no agreement as to the amount of the loan, but this, it is believed, can be speedily adjusted after a final decision is reached as to the inclusion of war munitions within the scope of the loan's operation.

The commission, it was learned tonight from a banker who said he knew, will not be satisfied with a half billion dollars. It wants a round billion. But if munitions of war be excluded, there are indications that two hundred or three hundred millions will be knocked off the original billion asked for.

MEXICANS FIRE ON AMERICAN TROOPS

U. S. Cavalrymen Have Two Fights Without Suffering Any Casualties.

CLASH ACROSS RIO GRANDE

Conference in New York To-Day May Lead to Recognition of Government.

BROWNSVILLE, TEX., September 17.—American cavalrymen had two fights with Mexicans across the Rio Grande today, one here and one near Donna, about sixty miles up the river. In both clashes the American soldiers were fired upon, and returned the fire without themselves suffering any casualties.

Ten American cavalrymen in the Donna fight, which lasted two hours and a half, this afternoon, reported they were fired upon by about 200 Mexicans, and believed that they had hit seventeen Mexicans.

Twenty American cavalrymen fought on the outskirts of Brownsville for half an hour with Mexicans on the opposite bank of the river. After the fight, one Carranza soldier was taken to Matamoros, probably fatally wounded, but to-night Carranza officers denied emphatically that any of their men joined in the battle.

MEXICANS IN MATAMOROS REFUSED ARMS BY OFFICER

Colonel A. P. Blockson, American commander at Fort Brown here, reported to Major-General Funston at San Antonio to-night that the Mexicans started the firing near Brownsville. Immediately after the battle a small mob formed in Matamoros about the headquarters of General E. P. Nafarrate, Carranza commander, shouting: "Give us guns!"

They had heard the rifle shots, and were angered by reports that their people had been fired upon. General Nafarrate refused their demands. He sent his chief of staff, Colonel P. A. Chapa, to investigate, and Colonel Chapa took United States Consul Jesse H. Johnson with him to the Mexican side of the battle ground.

Mr. Johnson found some evidence that support the Mexican soldiers' claim that they were not implicated in the fight, but after coming to Brownsville to learn the American version, Mr. Johnson said he was convinced that Colonel Chapa had not yet been put in possession of all the facts.

PURE ON LIEUTENANT OF AMERICAN FORCES

The trouble at Brownsville began when Juan Diego, a Mexican resident of Brownsville, reported to Colonel Blockson that for two or three days snipers on the Mexican side had been shooting into his ranch on the riverfront. This morning Diego said a bullet struck his house, another killed one of his horses. Colonel Blockson sent Lieutenant L. N. Glass, with a detachment of Troop C, Third Cavalry, to investigate. Arriving at the Diego ranch house, Lieutenant Glass heard a shot near the river.

He divided his command, sending one squad up the river, while he led the other down. Glass himself went out upon the river, where half a dozen rifles opened on him, and Glass replied with a pistol, while his men came forward on a run, opening fire on the Mexicans.

The firing soon died down. Glass's men reported that they saw two Mexicans run to cover, and also reported they could see seven or eight other men approaching from up the river on the Mexican side. However, before these reinforcements reached the Mexican position, they were engaged by the detachment which Glass had sent up the river. Then a full company, and two Mexican officers rode up on horses, waving their swords. Glass asked what the firing by the Mexicans meant.

One of the officers, after a couple of questions, replied, according to Glass: "They were only irresponsible persons."

Then the officers, using swords as whips, were seen to drive some men away from the levee.

CONFERENCE TO-DAY MAY LEAD TO RECOGNITION

WASHINGTON, September 17.—Steps that may lead soon to the recognition of the Carranza government were taken today.

(Continued on Second Page.)

Stefansson Is Safe; to Go Further Into Region of Mystery

Arctic Explorer Is Heard From for First Time in Many Months, Finds New Territory.

Arctic Explorer Is Heard From for First Time in Many Months, Finds New Territory.

NOME, ALASKA, September 17.—Vilhjalmur Stefansson, chief of the Canadian government Arctic exploring and surveying expedition that left Victoria, B. C., in June, 1913, and who set out about over the ice with two companions from the shores of North-eastern Alaska in March, 1914, to seek new land in uncharted seas, did not go to his death, as the world had begun to fear, but found the new land, and the only hardships endured were those of short rations.

The power schooner Ruby arrived from Harschel Island yesterday with dispatches from Stefansson to the Canadian government, in which he omits reference to the perils of the journey on the ice and gives space to the scientific results achieved.

Stefansson is wintering at Banks Land, where he has a large power schooner and a small one. He plans to explore his new territory during the winter, and next summer penetrate further into the region of mystery between Alaska and the North Pole, where no ship has ever gone.

The southern or Anderson wing of the expedition is pursuing its scientific work in Mackenzie Delta, and reports no mishap except the death of Engineer Daniel Blue, of the power-boat Alaska.

THIRTEENTH DEATH OF EXPEDITION MEMBERS

This is the thirteenth death among the members of the expedition. Eleven men perished while trying to reach Wrangell Island and another accidentally shot and killed himself. Another in the Mackenzie country went insane while lost and committed suicide by shooting.

Stefansson accomplished practically every purpose for which his hazardous journey was undertaken. According to word brought here, Stefansson, with two companions, Storöer, Clerkson and the Anderson, set out from Martin Point, Alaska, March 22, 1914, over the frozen Polar Ocean to search for supposed new lands in the Beaufort Sea.

Captain S. E. Cottle, master of the Ruby, says that Stefansson is now on Banks Land, east of the Mackenzie, outfitting for the continuance of the exploration to the westward to ascertain the full extent of the new land he has discovered. Stefansson discovered a continuous expanse of the continental shelf several degrees west of Banks Land, and even determined its southern limits, but was unable to continue his exploration to the north and west.

EXPLORERS DISCOVER CONTINENTAL SHELF

Stefansson told Captain Cottle that after leaving the supporting party on the ice north of Martin Point he and his hardy companions set their faces to the north, but, after continuing their journey ninety days, they decided to return to land. They turned back, landed on the main land and outfitting for another three-months' trip. They again went upon the ice, going north and west and discovering the continental shelf.

Stefansson spent some time exploring his new find, but at length, owing to scarcity of provisions, was compelled to set out on the return journey to land. The men had been on the ice for nearly seven months.

The return shore was accomplished with great difficulty. The men subsisted on the most meager rations, but kept moving day after day. The dogs were almost famished. Finally the party arrived at Banks Land, thoroughly worn out. For seven months they had been on scanty rations, traveling almost continuously.

Stefansson and his companions made their way from Banks Land, which is uninhabited to Bailey Island, which is visited by whalers.

FOUND ON SOUTHWESTERN COAST OF BAILEY ISLAND

Captain Louis Lane, cruising on his power schooner, Polar Bear, found Stefansson and his companions on the southwestern coast of Bailey Island. The season was too far advanced for Stefansson to resume his explorations then, and the explorers reluctantly steered for Harschel Island, where Stefansson began preparations for continuance of his explorations.

He purchased the Polar Bear for \$20,000 from Captain Lane, and also a power-boat. After equipping them, Stefansson sailed for Banks Land, where he probably is now.

It is the intention of Stefansson to establish a base on Banks Land and continue his exploration from that point. The time of the return of the expedition cannot be foretold, as Stefansson intends to continue until he has fully ascertained the limits of the new land he has discovered. He will also seek other new lands.

Stefansson told Captain Cottle that, except during a few days before reaching Banks Land, he and his two companions suffered no particular hardships during the entire seven months on the ice, they always had enough food to keep hunger away. They did not miss a meal during the whole journey, yet they lived seven months on food designed to last three months.

SOUTHERN PARTY REPORTS ALL WELL

Captain Cottle reports that the southern party, of which Dr. Rudolph Anderson, of Iowa, is commander, were all well at last accounts. The only misfortune experienced by the Anderson party was the death of Engineer Daniel Blue, of the power boat Alaska.

(Continued on Second Page.)

Explorer Discovers New Land in the Far North

Arctic Explorer Is Heard From for First Time in Many Months, Finds New Territory.

NOME, ALASKA, September 17.—Vilhjalmur Stefansson, chief of the Canadian government Arctic exploring and surveying expedition that left Victoria, B. C., in June, 1913, and who set out about over the ice with two companions from the shores of North-eastern Alaska in March, 1914, to seek new land in uncharted seas, did not go to his death, as the world had begun to fear, but found the new land, and the only hardships endured were those of short rations.

The power schooner Ruby arrived from Harschel Island yesterday with dispatches from Stefansson to the Canadian government, in which he omits reference to the perils of the journey on the ice and gives space to the scientific results achieved.

Stefansson is wintering at Banks Land, where he has a large power schooner and a small one. He plans to explore his new territory during the winter, and next summer penetrate further into the region of mystery between Alaska and the North Pole, where no ship has ever gone.

The southern or Anderson wing of the expedition is pursuing its scientific work in Mackenzie Delta, and reports no mishap except the death of Engineer Daniel Blue, of the power-boat Alaska.

THIRTEENTH DEATH OF EXPEDITION MEMBERS

This is the thirteenth death among the members of the expedition. Eleven men perished while trying to reach Wrangell Island and another accidentally shot and killed himself. Another in the Mackenzie country went insane while lost and committed suicide by shooting.

Stefansson accomplished practically every purpose for which his hazardous journey was undertaken. According to word brought here, Stefansson, with two companions, Storöer, Clerkson and the Anderson, set out from Martin Point, Alaska, March 22, 1914, over the frozen Polar Ocean to search for supposed new lands in the Beaufort Sea.

Captain S. E. Cottle, master of the Ruby, says that Stefansson is now on Banks Land, east of the Mackenzie, outfitting for the continuance of the exploration to the westward to ascertain the full extent of the new land he has discovered. Stefansson discovered a continuous expanse of the continental shelf several degrees west of Banks Land, and even determined its southern limits, but was unable to continue his exploration to the north and west.

EXPLORERS DISCOVER CONTINENTAL SHELF

Stefansson told Captain Cottle that after leaving the supporting party on the ice north of Martin Point he and his hardy companions set their faces to the north, but, after continuing their journey ninety days, they decided to return to land. They turned back, landed on the main land and outfitting for another three-months' trip. They again went upon the ice, going north and west and discovering the continental shelf.

Stefansson spent some time exploring his new find, but at length, owing to scarcity of provisions, was compelled to set out on the return journey to land. The men had been on the ice for nearly seven months.

The return shore was accomplished with great difficulty. The men subsisted on the most meager rations, but kept moving day after day. The dogs were almost famished. Finally the party arrived at Banks Land, thoroughly worn out. For seven months they had been on scanty rations, traveling almost continuously.

Stefansson and his companions made their way from Banks Land, which is uninhabited to Bailey Island, which is visited by whalers.

FOUND ON SOUTHWESTERN COAST OF BAILEY ISLAND

Captain Louis Lane, cruising on his power schooner, Polar Bear, found Stefansson and his companions on the southwestern coast of Bailey Island. The season was too far advanced for Stefansson to resume his explorations then, and the explorers reluctantly steered for Harschel Island, where Stefansson began preparations for continuance of his explorations.

He purchased the Polar Bear for \$20,000 from Captain Lane, and also a power-boat. After equipping them, Stefansson sailed for Banks Land, where he probably is now.

It is the intention of Stefansson to establish a base on Banks Land and continue his exploration from that point. The time of the return of the expedition cannot be foretold, as Stefansson intends to continue until he has fully ascertained the limits of the new land he has discovered. He will also seek other new lands.

Stefansson told Captain Cottle that, except during a few days before reaching Banks Land, he and his two companions suffered no particular hardships during the entire seven months on the ice, they always had enough food to keep hunger away. They did not miss a meal during the whole journey, yet they lived seven months on food designed to last three months.

SOUTHERN PARTY REPORTS ALL WELL

Captain Cottle reports that the southern party, of which Dr. Rudolph Anderson, of Iowa, is commander, were all well at last accounts. The only misfortune experienced by the Anderson party was the death of Engineer Daniel Blue, of the power boat Alaska.

(Continued on Second Page.)

GERMANS DRIVE NEW WEDGE INTO RUSSIAN DEFENSE

Occupy Vidzy, Twenty Miles East of Dvinsk-Vilna Railway.

VON HINDENBURG'S ARMY WELL ASTRIDE THAT LINE

Vilna Left to Forces Which Will Only Attempt to Delay Teutonic Advance.

LITTLE CHANGE ELSEWHERE

Great Effort to Hold Galicia Doubtless Dictated by Near Eastern Politics.

LONDON, September 17.—Field Marshal von Hindenburg's army now is well astride the Dvinsk-Vilna railway, his advance guards having reached and occupied the town of Vidzy, which is a good twenty miles east of the line. This wedge which the German commander has driven into Russian defense seriously endangers both Dvinsk and Vilna. The latter town, which the Russians once before evacuated, again has been left to an army which will attempt only to delay the German advance.

All government institutions and most of the factories already have been removed to places of safety, and the civil population left, long ago. Probably a more determined effort will be made to hold Dvinsk, which can offer a stronger resistance.

NOT MUCH CHANGE ELSEWHERE IN EAST

Along the rest of the eastern front there has been little change in the situation. The German center has made a further slight advance, and must be nearing the railway east of Pinsk, possession of which would separate the northern and southern wings of the Russian armies operating on either side of the Pripyet marshes. The Russians always have affected to disregard such a contingency, however, claiming the two armies are able to operate independently of each other, and continue their offensive from a point east of Kovel, through Galicia, to the Rumanian frontier.

The greatest effort to hold the present line in Galicia doubtless is dictated by Near Eastern politics, which grow more complicated as the days pass. Rumania alone appears to be definitely on the side of the quadruple entente. Greece apparently has decided to maintain her neutrality for the time being, at any rate.

Meanwhile, the allied troops on the Gallipoli Peninsula are taking a long rest, which is only occasionally disturbed by Turkish artillery.

REPETITION OF ARTILLERY ENGAGEMENTS IN WEST

In the west there has been only a repetition of artillery engagements, with the novelty of a German gas attack near Perthes, which the German report says gave them possession of a portion of a French trench.

England is absorbed in the rumored Cabinet crisis over the question of conscription, to which it is reported David Lloyd George and Winston Spencer Churchill have been converted. Lords Curzon and Lansdowne, Andrew Bonar Law, Walter Hume Long, J. Austen Chamberlain, the Earl of Selborne and Sir Edward Carson, the conscriptionist members, are said to be threatening to resign unless Premier Asquith, First Lord of the Admiralty Balfour, Sir Edward Grey, Lord Kitchener and other Cabinet members adopt their chosen policy.

Lacking positive statements from Premier Asquith and Lord Kitchener that compulsory service is necessary for the safety of the country, the system is likely to find little support in the present Parliament, with the Radicals, Laborites and Nationalists opposed to it. Many members opposed to conscription are prepared to accept, however, the verdict of the Premier and War Secretary on the question, which now is a subject of serious consideration in the Cabinet.

BRITISH TRANSPORT SUNK BY AUSTRIAN SUBMARINE

VIENNA, September 17 (via Berlin, by wireless to Tuckerton, N. J.).—An Austrian submarine, commanded by Lieutenant von Trapp, torpedoed and sank a large British transport a few days ago in the Southern Adriatic, according to an announcement made here today.

There have been several reports of the sinking of British transports, the most recent being that of September 9, when a Bremen newspaper was quoted in a dispatch from Berlin as announcing that the British steamer Southland, formerly the Red Star liner Vater